

In the Claims:

1. (original) Trailer (1) adapted for a boat (B), having a chassis (2) shaped like a "U", provided with wheels and having a number of struts (10-15) supported by the chassis and one or more slings or the like oriented between struts (10,11) coordinated in pairs, which slings are intended to support said boat (B) by directly or indirectly abutting against an outer surface of a hull belonging to the boat, said chassis (2) being formed by two branches (21, 22), each one turnably related and connected with a connecting part (23) of first end portions of the respective branch, and where at least selected struts (10,11) consist of a hydraulically operating piston-cylinder arrangement (10a, 11a), characterized in that the struts (10, 11), belonging to the first end portions (21a, 22a) of the branches, consist of at least one piston-cylinder arrangement (10a, 11a) assigned to the respective branch, that these are coordinated by means of at least one sling (16) or the like, adapted for an interaction with a forward portion assigned to the hull of the boat, that piston-cylinder arrangements (10a, 11a) coordinated in pairs are hydraulically directly interconnected with each other and that this interconnection then is adapted to let hydraulic oil be distributed under an overpressure between the same arrangements, in dependence of the rocking or rolling motion of the hull of the boat, preferably emanating from the twisting motion of the branches (21, 22) in relation to said connecting part (23).

2. (original) Trailer according to claim 1, characterized in that forwardly arranged struts (10, 10') are oriented in pairs and coordinated to each one of the first end portion (22a) of the branches.

3. (original) Trailer according to claim 2, characterized in that the forwardly arranged struts, in the form of piston-cylinder arrangements, are hydraulically directly interconnected (61, 62) to each other.

4. (original) Trailer according to claim 1, characterized in that astern arranged struts (12, 14; 13, 15) are oriented in pairs to each one of the second end portions (22b, 21b) of the branches.

5. (original) Trailer according to claim 4, characterized in that the astern arranged struts (12, 14), in the form of piston-cylinder arrangements, for one branch each (22) are hydraulically interconnected to each other via valve arrangements.

6. (original) Trailer according to claim 1, characterized in that forwardly arranged struts coordinated in pairs, in the form of piston-cylinder-arrangements, are connected to a first hydraulic-pressure-generating arrangement (71) via a valve arrangement.

7. (original) Trailer according to claim 1, characterized in that astern arranged struts coordinated in pairs, in the form of piston-cylinder arrangements, for one branch, are connected to a second hydraulic-pressure-generating arrangement (72) via a valve arrangement .

8. (original) Trailer according to claim 1, characterized in that astern arranged additional struts related in pairs, in the form of piston-cylinder arrangements, one for one branch each, are connected to a third hydraulic-pressure-generating arrangement (73) via a valve arrangement.

9. (original) Trailer according to claim 1, characterized in that respective branch has at least two parts, displaceably related to each other and attachable to each other at a number of predetermined or arbitrary set positions.

10. (original) Trailer according to claim 1, characterized in that struts assigned piston-cylinder arrangements for the second or astern end portion of one of the branches are directly hydraulically interconnected via a valve arrangement.

11. (original) Trailer according to claim 1, characterized in that struts assigned piston-cylinder arrangements for the second or astern end portion of the other branch are directly hydraulically interconnected via a valve arrangement.

12. (original) Trailer according to claim 1, characterized in that all struts are turnably mounted to the appurtenant branch thereof via a horizontally oriented arm.

13. (original) Trailer according to claim 12, characterized in that each selected strut is adapted to be able to assume any arbitrary intermediate position between an end position at one side, the inside, of the branch and an end position at the other side, the outside, of the branch.

14. (currently amended) Trailer according to claim 1, ~~12 or 13~~, characterized in that the mounting of the arm in the first, forward, end portion of the branch is oriented at or adjacent to the connecting part of the first end portion of said branch

15. (original) Trailer according to claim 1, characterized in that a pair of wheels assigned to the second or astern end portion of each branch are assigned a bogie.

16. (original) Trailer according to claim 14, characterized in that a driving gear driven by a motor is arranged between the wheels within the pair of wheels.

17. (original) Trailer according to claim 1, characterized in that branch-assigned wheels necessary for the steering of the chassis are arranged forwardly to the connecting part of the first, forward, end portions of the branches.

18. (original) Trailer according to claim 1, characterized in that the first end portion of the respective branch has a sleeve-shaped bearing member, assigned a length (L1) within a range of 0,1 to 0,4, especially within a range of 0,2 to 0,3, of the length (L) assigned to the connecting part of the first end portion of the respective branch.

19. (original) Trailer according to claim 1, characterized in that among selected struts assigned to the second, astern, end area, two are turnably mounted to the appurtenant branch thereof via one horizontally oriented arm each.

20. (original) Trailer according to claim 19, characterized in that each such strut is adapted to be able to assume any arbitrary intermediate position between an end position at one side, the inside, of the branch and an end position at the other side, the outside, of the branch.

21. (currently amended) Trailer according to claim 19 or 20, characterized in that the mountings of the arms in the second, astern, end portion of the branch are oriented at or adjacent to the pair of wheels assigned to the second end portion of the branch.

22. (original) Trailer according to claim 18, characterized in that said sleeve-shaped bearing members are adapted to directly or indirectly interact with each

other, in order to allow the branches to assume a position adapted for a transportation without boat or a transportation of a slender boat.

23. (original) Trailer according to claim 22, characterized in that the end portions of the bearing members are attached to each other so as to have a relative twisting motion.

24. (original) Trailer according to claim 22, characterized in that the bearing members are displaceably arranged along said connecting part, for an adjustment of the distance between the branches.